

FLORIDA HIGHWAYS



Airplane View of F. A. Project 38—Escambia Bay Bridge.

Vol. III

JUNE, 1926

No. 6

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Published by the State Road Department

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The Bates Experimental Road is now a matter of history. The highway authorities of Illinois built this road to find out what type of highway pavement was necessary to stand the pounding of twentieth century traffic.

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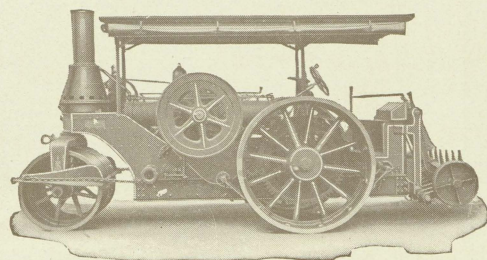
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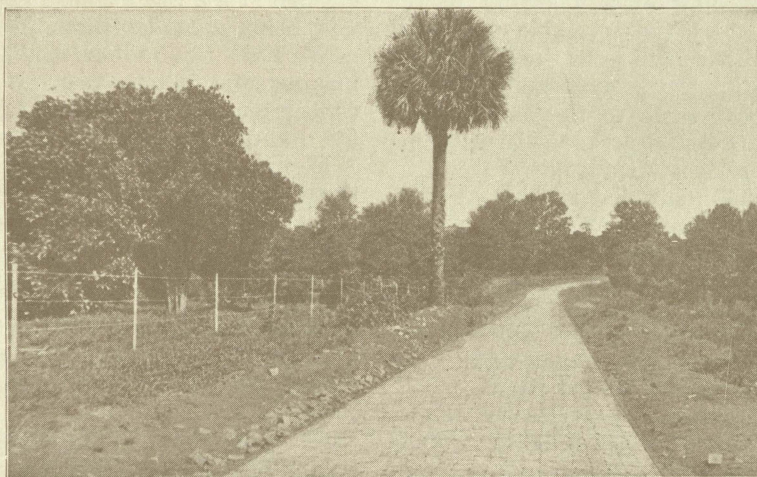


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FLORIDA HIGHWAYS



Vol. III

JUNE, 1926

No. 6

Knowing Florida

By **NATHAN MAYO**, Commissioner of Agriculture

"KNOWING America First," includes knowing Florida. More people are studying Florida than any other country. One cause for this interest is climate, which is a perpetual asset. So long as the human race inhabits this planet millions will crave the comforts which Florida's winter climate gives—they will continue to come.

More visitors are now (winter of 1926) in Florida than were ever marshalled under a commander in the western hemisphere.

Florida fed more visitors this winter than the greatest number of soldiers that ever took part in any single battle in the world's history.

One-third as many people will spend part of this winter in Florida as there were in the United States when Independence was won and the Stars and Stripes recognized among the sovereignties of the world.

Florida's preparation for visitors, including hotels, rooming houses, tents, and private residences, will accommodate, if properly distributed, three-quarters of a million people per night; this is more than have ever applied at any one time. Coming and going at the usual rate, three million can be accommodated. We have twenty thousand hotels.

Through Pullman trains are running from New

York, Chicago, and Los Angeles to Florida; this is something new under the sun. Traffic was so great, even in August, that railroads declared an embargo against certain classes of shipments in order to accommodate travel and the shipping of perishables and building material; nowhere else has there been such a situation in transportation.

Florida's population increased thirty per cent. in the last five years.

Florida has more attractions for visitors than climate.

More investors have made unusual profits in Florida during the last two years than in any other country on this planet.

Florida has an efficient Government, economically administered. She has no State debt, has millions in the treasury and yet is spending \$15,000,000 a year for education; the school population is 400,000. The State's expenditures are \$11,000,000 on good roads; the counties are spending twice this amount on roads.

Florida has no inheritance or income tax.

If you want a good place to play come to Florida, as we play all the games, except ski-running, and we have some specials: sports on land and sea.

Florida has eleven hundred miles of sea coast, and thirty-five thousand clear lakes. The lakes and rivers

comprise nearly three million acres. The three-mile limits of salt water extend this water area, including the islands, some 2,112,000 acres more.

Florida has some of the largest springs in the world—Silver Springs near Ocala, Blue Springs in Marion County, De Leon Springs in Volusia County, Wakulla Springs in Wakulla County. Silver Springs has the largest flow of any spring in the world. The stream it forms is navigable for small craft from the source. Silver Run joins the Ocklawaha River, along whose winding course are scenic wonders.

Florida has rivers that come to the surface and dive beneath the earth, to reappear again further on; and others that sink, not to appear again.

Florida has fossils of animals that roamed her forests before man came to inhabit the earth.

One of the greatest oyster fisheries is at Apalachicola. Florida has the largest area of salt fishing waters of any State.

Florida has the largest forest reserve south of the Appalachian Mountains, and the largest forest of *Tulium Taxifolium* trees in the United States.

Florida has the natural wonder of the Everglades—four million acres, much of which is being drained for agricultural purposes.

Florida has the largest acreage of citrus fruits, bearing and non-bearing, of any State. Fifty-three thousand cars of citrus fruits are shipped from the State annually.

In the fruit sections there are high hills from

which you can look at orchards as far as eyes can see. When it is in bloom it is a vision to behold and when in fruit it is a golden harvest.

Florida has the largest winter-grown vegetable gardens of any State. Forty thousand cars are shipped from the State annually.

There are ten million acres as well adapted to agriculture in the State as are the two and a half million now being actually tilled.

We have two million acres of timber that are furnishing one billion feet of lumber per year. Her timber yields eight million gallons of turpentine and five hundred thousand barrels of rosin.

Florida has the largest acreage of ferns of any State, and the largest acreage of Tung oil trees.

The over-sea route of the East Coast Railroad leading to Key West is an engineering feat. Key West is a port eighty miles out in the ocean. The Gandy Bridge over Tampa Bay, the Victory Bridge at River Junction, the Jacksonville Bridge over the St. Johns, and the Causeway over Biscayne Bay are a few instances of the enterprise and development of the State.

St. Augustine is the oldest town in the United States—has houses over three hundred years old—and has one of the oldest forts in the western hemisphere.

Florida has the only ever-bearing orange trees, the only camphor tree plantation, the only Gorduma Grass stock farm in the United States.



Proj. 40-A—Looking North Near Micco. Surface-Treated Base Complete.

Florida makes 400,000,000 cigars and 8,000,000 cigarettes annually.

Florida has a factory making paper from saw grass.

Florida is making lumber from palmetto logs. The fibre of these logs holds plaster to the logs. Brooms and brushes are made from this timber.

Jefferson County produces 80% of the watermelon seed for planting purposes in the United States.

Gadsden County produces 80% of the Sumatra tobacco grown in the United States.

Polk County produces 80% of the phosphate produced in Florida; Florida produces 80% of the phosphate produced in the United States.

Florida is doing more building and construction work than any other State. She is investing more money in permanent improvement to her population than any other State. More capital is coming to Florida than to any other place of equal population in the entire world.

And Now for an Odd Fellow and Plumber

A man who went to register just before election was asked his trade. "Mason and builder," he replied. The next man in line was an old Irishman. When the question was put to him he said: "Knight o' Columbus an' bricklayer."—Christian Register.

Our Blessings

There was once a man who smiled,
Because the day was bright,
Because he slept at night,
Because God gave him sight
To gaze upon his child;
Because his little ones
Could leap and laugh and run,
Because the distant sun
Smiled on the earth, he smiled.

He smiled because the sky
Was high above his head,
Because the rose was red,
Because the past was dead!
He never wondered why
The Lord had blundered so
That all things have to go
The wrong way here below
The overarching sky.

He toiled and still was glad
Because the air was free,
Because he loved, and she
That claimed his love and he
Shared all the joys they had!
Because the grasses grew,
Because the sweet winds blew,
Because that he could hew
And hammer, he was glad.—Exchange.



State Road No. 5—Looking North from an Overhead Crossing Near Inverness.



Florida Highways

Published Monthly
Official Publication of the State Road Department

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This magazine is edited in the offices of the State Road Department, Tallahassee, and published monthly. Subscription rate, one dollar per year. Permission is granted to republish, with proper credit, the matter contained herein.

Application has been made for transmission through the mails as second-class matter.

B. A. Meginniss, Attorney for the Department,
Editor and Business Manager

Volume III

June, 1926

Number 6



THE ESCAMBIA BAY BRIDGE

We are carrying on the cover of this issue an airplane view of the Escambia Bay Bridge which was furnished us by Hon. J. Harvey Bayliss, of Pensacola, member of the Department, and which we understand was made by Army aviators. It gives, as words cannot, an idea of this monumental project which the Department is now completing.

The bridge will be finished and opened for traffic and a formal celebration of its opening held on July 8th. The program for the occasion is in the hands of officials and citizens of Escambia and Santa Rosa counties, and the event is being looked forward to as one of great public interest.

The Escambia project, in the opinion of our engineers, presented the greatest engineering problem which has confronted the Department, and its completion, together with the letting of a contract for the construction of a concrete bridge across Chipola River, near Marianna, takes care of the tremendous bridge program on Road 1. The completion of the Escambia bridge will definitely and satisfactorily link the splendid City of Pensacola with the rest of Florida and furnish a most important link in the old Spanish Trail. It is the largest bridge project on the State Highway System.

The bridge, approaches and fill together extend for 3.49 miles. The main bridge over the Escambia River consists of one two-hundred-foot steel draw span, with four eighty-foot steel spans and wood approaches of 1,070 feet. The remainder of the bridge project over the marshland consists of fill embankment of 12,385 feet and a series of eight timber bridges of a total length of 4,515 feet. It has been constructed at an approximate cost of one million dollars.

The committees in charge of the celebration have prepared an elaborate program. Governors Martin, of Florida, and Brandon, of Alabama, will be present, as will the Chairman and all the members of the State Road Department. The State Road Department meets in quarterly session at Tallahassee on July 6th, and the members will proceed thereafter to Pensacola in a body to be present on the occasion. Not only those living in West Florida, but citizens of the entire State regard this as a momentous and happy occasion.

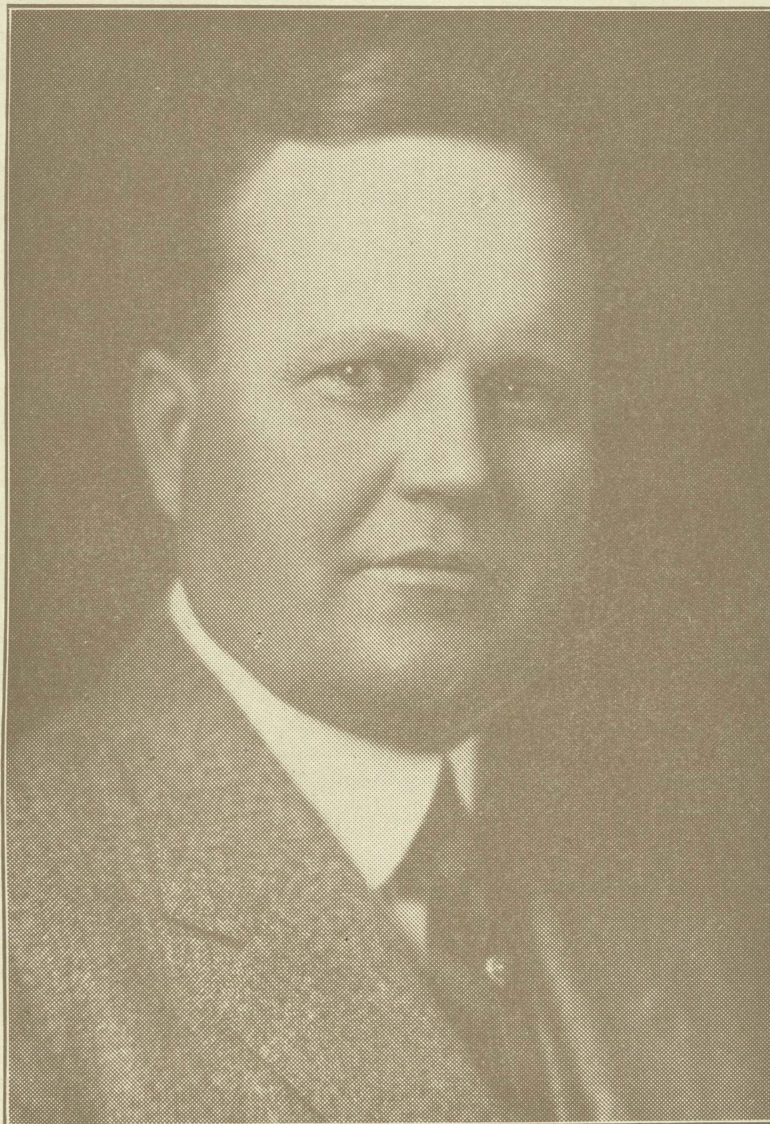
Took Hint in Reverse

A countryman came to Boston to visit some relatives and to see the sights. He remained until patience on the part of his hosts, a married couple, ceased to be a virtue.

"Don't you think, my dear fellow," remarked the husband one day, "that your wife and children must miss you?"

"Hadn't thought of that," was the calm reply. "Thanks for the suggestion; I'll send for them."—Boston Transcript.

Chairman's Column



Revenue, Operation and Accomplishments of the Department

RECENTLY the Chairman received a letter from a State Senator in an adjoining State, a man who is not only interested in road construction but who stands high in road councils in his State. The letter was so frankly complimentary to the State of Florida, and the information sought so comprehensive that the writer believes it would be of interest to all our readers to see the reply which was made. The information contained in the reply was carefully gathered for the purpose of concise reply, and comprises information which is of value to anyone interested in Florida's Road Program. For these reasons, the Chairman has felt that he could not make better use of the space assigned him

in the present issue than to set out in full the reply which was made. Its text is as follows:

Your letter of June 11th, requesting information as to highway system, sources of revenue and method of locating, constructing and maintaining roads, has been duly received. My delay in making reply has been due to the fact that I was gathering the information you request in concise form in order to furnish the data without unnecessary detail.

It is, of course, most gratifying to us to read in the fourth paragraph of your letter: "I am anxious to get all the information I can regarding a State Government that I consider nearer a model than any I can find. I refer to the State of Florida." For

this compliment, we tender you our sincere thanks, and we hope the information you will find in this letter will strengthen your good opinion of our administration.

The general location of roads in our State System has been designated by our State Legislature. The specific location between control points is left in the hands of this Department to be made after careful engineering investigation and study of all the factors that enter into the proper location of a road. The Legislature has divided the system into a so-called "Primary or Preferential System," a "Second Preferential System" and other roads considered of lesser importance, but necessary to a complete State system, the whole system comprising 5,264 miles. This Primary System comprises a mileage of 2,429 miles, the second preferential a mileage of 994 miles. It is provided by statute that the funds of the Department shall be employed on the Primary System until completed, then to the second preferential, and thereafter to the other roads of the system. There is a further provision that the resources of the Department may be used on the second preferential whenever the status of the work on the preferential has reached such point that the work on the latter will not be delayed by the transfer of materials and forces to the second preferential.

The funds of the Department are received from the following sources: Automobile License Fund, one mill ad valorem tax, 1/8 cent per gallon, gasoline inspection tax, 3 cents per gallon gasoline tax, and automobile title registration fund. All of these funds may be used by the Department in either maintenance or construction anywhere on the preferential system, except the one mill tax which is levied for the specific purpose of meeting Federal Aid. The Department receives yearly in Federal Aid for application to its Federal System approximately \$875,000.00. Five per cent of the automobile license fund, amounting to \$287,500.00 this year is set aside for the maintenance of the Department, taking care of all salaries in the office and in the field, and the general maintenance of the Department. Seventy per cent of the same fund amounting to \$4,025,000.00 is applicable to road maintenance and construction. The remaining twenty-five per cent of this fund is apportioned to the several counties, according to the amount collected from each county, for use by the counties in the construction and maintenance of county highways.

The one-mill tax to meet Federal Aid will produce this year \$525,000.00, and the remainder necessary to meet such Federal Aid is drawn from the other sources of revenue. The inspection tax of 1/8 cent per gallon on gasoline is likewise applied to maintenance and construction of roads and will produce \$210,842.46.

Florida, as you probably know, has a 4 cent per gallon tax on gasoline. Three cents of this amount, totalling \$9,000,000.00 comes to the Department for road construction and maintenance, the other one cent being apportioned in equal shares to the several counties of the State for use by such counties in their road operations. The revenue from the automobile title registration fund produces about \$50,000.00.

The above items comprise the sources of revenue of this Department. These sums, however, are

materially supplemented by funds contributed by various counties of the State from bond issues floated by the counties, and applicable to roads on the State System within such counties, the law providing that the counties may assist the Department.

It is to be noted, in this connection, that the sources of revenue above mentioned, represent the present situation. The Department, at its inception, had practically no funds, and this condition prevailed until the passage of the gasoline tax law. The splendid proportions which have now been reached, are enabling the Department to pursue its work with greater vigor and a larger measure of satisfaction. I am inclosing for your information a statement of the funds which the Department has received from the various sources from its creation to April 30th of this year.

I presume that it will interest you to know also something of the accomplishments of the Department. I find that on April 30th, we had completed 1,226.63 miles of road, made up of the following types and mileage: Concrete, 108.4; brick, 17.15; bituminous concrete, 10.74; sheet asphalt, 59.11; bituminous macadam, 89.07; asphalt block, 23.20; surface-treated rock base, 431.28; sand clay, 441.82; marl, 45.86. In addition, projects under construction at the present time comprise some 1,200 miles.

The greater portion of the Department's work of road construction is done under contract after competitive bids. We have eliminated the use of bid bonds and require a certified check for 5 per cent of the amount bid with each proposal. However, the Department is assigned the use of able-bodied male State convicts, and no inconsiderable proportion of the work is done with the State's own forces. We have found this a very valuable factor in the work of road construction; and frequently find that we can do a particular piece of work with our own forces more reasonably or to better advantage than by contract.

In spite of the fact that I have covered only the high spots in the Department's operations, this letter has reached longer proportions than I had anticipated, and I hope I have not wearied you with detail. I am very glad that you called upon us, and if there is further and more detailed information you desire, I trust you will not hesitate to call upon me. It would give us great pleasure to have you come to see us, and I shall be glad to answer any questions you may feel disposed to ask.

"Come over here and meet Mr. Smith, the great Russian expert," said a friend.

"What is a Russian expert?" he asked.

"Well, he went to Russia and came back alive," exclaimed the friend.

The Employee Complex

Williams—"How did Harper happen to lose control of his car at the railroad crossing?"

Hunt—"He's the kind of a man who always drops everything when the whistle blows."—Exchange.

His System

Doctor—"Your husband denies it, but doesn't he smoke between meals?"

Wife—"No, doctor. He eats between smokes."



Proj. 604, Road 4—Dixie Highway Just North of Rose Bay Fill, Six Miles North of New Smyrna.

Contracts Awarded by State Road Department January 1, 1926—June 15, 1926

Contractor	Project No.	County	Roads Length Miles	Bridges Length Feet	Contract Plus 10%	Type
Noonan-Lawrence	51	Escambia	6.28	....	\$ 206,595.89	Concrete
J. S. Walton & Co.....	648-B	Hardee .....	....	615	83,228.09	Conc.-Timber
Chas. F. Wilmore.....	641-A	Palm Beach.....	11.36	....	86,081.38	Grade
Gillis Const. Co.....	644-A	Wakulla	8.49	....	47,367.49	Grade
L. M. Gray.....	617-613	Alachua	16.06	....	248,123.10	R. Base
Montgomery & Parker....	633-B	Gadsden .....	....	240	39,591.47	Conc. Bridge
Peterson & Ernhart.....	672-B	Leon .....	....	1950	197,377.45	Conc. Bridge
Concrete Steel Bridge Co..	641-B	Palm Beach .....	....	237	120,766.80	Conc. Bridge
Concrete Steel Bridge Co..	656	Palm Beach .....	....	727	222,200.60	Conc. Bridge
American Bascule Bridge Corp.	641-656	Palm Beach .....	....	120	63,573.40	Bascules
J. W. Hall	689	Alachua	1.67	....	10,599.42	Grade
H. E. Wolfe	562-A	Highlands	5.37	....	142,837.33	S. T.
C. A. Steed & Son.....	694-694-A	Martin-St. Lucie ...	8.48	....	61,599.45	C. G. & G.
Boone & Wester.....	693	St. Lucie	8.73	....	59,670.88	C. G. & G.
Duval Engr. & Contr. Co..	31	Hamilton	11.82	....	241,489.11	R. Base
F. S. Whitney.....	642	Putnam	10.18	....	210,025.00	R. Base
Wm. P. McDonald.....	675	Polk	5.16	....	256,969.88	S. Asph.
Noonan-Lawrence	500-A	Bay	9.65	....	334,691.59	Conc.
R. H. H. Blackwell.....	693	St. Lucie .....	....	160	80,466.96	Conc.
C. A. Steed & Son.....	694-694-A	Martin-St. Lucie ...	....	327	125,796.52	Conc.
W. P. McDonald.....	648	Hardee	1.00	....	31,363.20	R. Base S. T.
Gilbert & Hadsock.....	676-A	Levy	9.95	....	48,875.58	C. G. & G.
McLeod Const. Co.....	676-B	Levy	14.39	....	135,259.30	C. G. & G.
Peterson & Earnhart.....	673	Gadsden .....	....	20	10,727.20	Conc.
Total.....			128.69	4396	\$3,065,277.09	

The Rights of All Users of the Highway Are Equal

By LEO T. PARKER in Maine Motorist

THE rights of an automobile driver to use the highway are not in any sense superior to the rights of the users of bicycles, motorcycles, buggies, wagons or other vehicles. The duties of the drivers of all the various conveyances are equal. Each must exercise reasonable judgment in regard to the safety of the others. Neither has a monopoly on the highway. The law gives the same equal right to people who travel on foot, also.

How often do we hear expressions from impatient motor vehicle drivers who signify their disregard of the rights of persons who walk on the highways? Nevertheless it is true that a traveler on foot has the same right to use and walk along a road as an automobile owner has to utilize it. All of the persons are duty bound to exercise reasonable care to avoid accidents.

A pedestrian of course, has no implied privilege to walk in the middle of a highway in absolute disregard of all other individuals, who may approach in motor vehicles—but if he does so an automobile driver is bound to take care and not collide with him. The degree of care depends upon the locality, circumstances and surroundings. Moreover, the character of an automobile being dangerous, its driver is compelled to exercise a high degree of caution to prevent injury to individuals under all circumstances.

However, particularly for the reason that an automobile owner is not required by law to guarantee against injury those persons who may utilize the highway, it is necessary for an injured person to prove to the satisfaction of a jury that the offender was guilty of negligence before a judgment for damages can be recovered.

If the driver is violating a statute, as speeding or driving on the wrong side of the road when an accident occurs, then it shows negligence *prima facie*, and favors the case of the injured one. With sufficient evidence it may be shown, however, that the injured person was negligent to the extent of making the accident unavoidable, under which circumstances the driver may not be held responsible.

Sometimes very peculiar accidents happen, the responsibilities of which are placed only with difficulty. For instance, quite recently in New York an owner of an automobile was driving at a moderate rate of speed, and suddenly found it necessary to apply the brakes to avoid colliding with a machine that unexpectedly shot from a side road. The sudden application of the brakes caused the car to skid into an automobile that was standing at the edge of the highway, and considerable damage resulted. In the litigation that followed the Court decided that the owners of the damaged conveyances would have to pay their respective repair expenses. The reason for the decision is that the driver who applied the brakes and the owner of the standing automobile were both acting within their rights, and therefore neither of them should be compelled to whole consequences of an unavoidable accident. If the driver of the auto-

mobile who caused the accident by speeding from an intersecting road could have been apprehended, no doubt he would have been held responsible for all of the resultant damages to the machines.

If two automobiles collide, the driver whose negligence causes the accident is responsible to the other driver and also for the personal injuries which may be sustained by the occupants of both machines. In the event it cannot be proved to the satisfaction of the jury which of the drivers was negligent, then no judgment can be sustained.

If, however, an accident occurs through the fault, not of the driver, but of another person, the latter may be held liable for the damages that result. For example, two automobiles were being driven in opposite directions on the same highway with intentions of passing, as usual. As the machines came within a few feet of each other the driver of one was unexpectedly struck by a baseball which was accidentally batted by a farmer, with a result that the injured driver lost control of the steering mechanism and collided with the passing automobile. In later litigation the Court held that the farmer was liable for the damages which resulted to both of the machines and completely vindicated both drivers.

Dogs are common nuisances on the highways and have caused many accidents, as some of them are wont to run by the side of every passing automobile and thus detract the attention of the drivers. It has been held that a driver who swerves his machine to avoid striking the dog and in doing so collides with another machine, may be held liable for the damages. Although under certain circumstances the owner of the dog may be the liable party.

A driver who is blinded by glaring headlights is obliged to stop until he regains his vision. Otherwise, if he collides with a person or another automobile, he may be responsible for the damages. It is not an excuse against negligence that he was unable to see. However, in certain States the owner of an automobile having blinding headlamps that causes an accident may be held accountable.

The driver of an automobile passing another machine which is traveling in the same direction is bound to exercise greater care and caution than the driver of the front vehicle. This is true because the passing conveyance is traveling at a greater velocity and its driver is gaining access to a relative location that rightfully belongs to the driver of the preceding automobile. If the driver of the front machine does not give way to permit the rear machine to pass, the driver in the rear must stop, if necessary, to avoid an accident.

A rear automobile driver must not assume that the driver of the front vehicle will give room to pass. He must wait, after giving a signal, until the front machine actually gives sufficient space to justify the rear driver's attempt to pass. The front driver is only compelled by the law to leave sufficient space on his left to allow the rear conveyance to pass. The

front machine does not need to move to the right, but may maintain the middle of the road, if the highway is sufficiently wide.

In fact a driver of a front motor vehicle owes no special duty to the driver of the rear machine who desires to pass except to allow sufficient space, when it is practical for him to do so.

A commonly practiced movement which has caused many serious accidents is the "cut in" movement, or sharp right turn of a passing automobile immediately after one automobile has gained a preceding position. It is almost certain to force the rear machine into a ditch, especially if the front wheels of the rear machine become locked in the rear wheels of the automobile which has just passed. In an accident of this kind the driver of the machine which "cuts in" is liable for the damages caused.

Country road driving and city street driving are governed by different laws. In cities where the traffic is heavy, for instance, when two automobiles are traveling in the same direction, the front machine's driver is bound to exercise care and caution and signal the rear driver if a turn, stop or important change in speed is to be made. But where an automobile is traveling on a country roadway the driver may choose the road and may even travel in a zig-zag fashion when picking the road, or may stop suddenly, and he is not responsible if a rear machine collides with it, unless the driver of the rear automobile has signaled his intentions to pass, or has made his presence known in some manner.

The law which governs the liability of owners of automobiles having accidents, usually may be said to rest upon the matter of who is negligent, although there are exceptional cases. And as previously stated, the statutes that are in effect in the locality in which an accident occurs may have considerable effect on the outcome of a lawsuit.

The laws intends to give each driver equal protection, and usually does, but there are many more things to be taken into consideration in rendering a decision on the liability of a collision, than are at the first impression apparent. Since the matter of negligence is important, for illustration, while a driver may not be responsible under certain conditions when he skids into a standing machine, yet at the same time there may be occasions when the driver who skidded did so through the negligent use of his automobile in not providing it with special tires or other equipment which is particularly adapted to prevent skidding, if the roads are in such conditions that a man possessed with average intelligence may have determined it dangerous to drive without the proper skid-preventing apparatus.

These various elements may be left to the decision and judgment of the jury, who then can render a proper verdict.

Know Him?

"Hey, any of you fellows lose a wrench?"

"Yea, me."

"What's yer name?"

"Mike Conners."

"You ain't the guy. This wrench belongs to Pat Pending. His name's on it."—Ziffs.

FLORIDA'S HIGHWAY PROGRAM AND POLICY

F. A. Hathaway, Chairman of the Florida State Road Department, a short time ago pointed out that even though the freight congestion and embargo put road construction in an almost chaotic condition for a period of six months, much was accomplished. A policy of concentration upon clearing, grubbing, grading and surveys of State roads was pursued with very gratifying results. During this period there was surveyed for location 461.8 miles of road. This work was done thoroughly and systematically. And in all cases where it was found practicable, contracts were let for some phase of the construction of the roads.

During this period, in spite of adverse conditions, the State Road Department actually finished 135 miles of road. This included 2.8 miles of concrete, .11 miles of bituminous concrete, 5.12 miles of sheet asphalt, 38.29 miles of surface-treated rock base, 46.51 miles of sand-clay and 41.89 miles of grading. These figures are for roads actually completed, and have no reference to those under construction.

During this six months' period the Department undertook the construction of 73.15 miles of hard-surfaced highways and 171.56 miles of clearing, grubbing, grading, and incidental drainage structures, involving expenditures, respectively, of approximately \$2,081,431.41 and \$1,465,517.77. In addition, it has set under way the construction of 6,148 feet of bridges at a cost of \$887,361.48, making a grand total of work undertaken during the six months of \$4,434,292.96. At the end of this period there was under construction a road program involving the expenditure of more than seven million dollars.

The estimated resources of the Department for the year 1926 for road construction and maintenance is upwards of \$12,000,000, eliminating the ten per cent. which must be reserved for emergencies. This includes the \$7,000,000 required to take care of work under construction mentioned above.—Editorial in The Highway Magazine.

A Wise Boy

The following is an excerpt from the will of a Wall Street man, which has been probated recently in the New York courts:

"To my wife, I leave her lover and the knowledge that I wasn't the fool she thought I was.

"To my son, I leave the pleasure of earning a living. For 35 years he has thought that the pleasure was all mine. He was mistaken.

"To my daughter, I leave \$100,000. She will need it. The only good piece of business her husband ever did was to marry her.

"To my valet, I leave the clothes that he has been stealing from me regularly for the past ten years. Also my fur coat that he wore last winter when I was in Palm Beach.

"To my chauffeur, I leave my cars. He almost ruined them and I want him to have the satisfaction of finishing the job.

"To my partner, I leave the suggestion that he take some other clever man in with him at once if he expects to do any business."—Wall Street Journal.



Proj. 604, Road 4—Dixie Highway. Bridge and Fill Across Rose Bay, Six Miles North New Smyrna.

Bubbles? No! A Rainbow—Ida M. Tarbell

And There's a Pot of Gold at the End

IT'S not a bubble—it's a rainbow. And there's a pot of gold at the end. A pot of gold that represents the cash and brain and labor and vision that a whole country placed in the balance when it "bet" on Florida.

It is here in Florida—safe, negotiable, invested wisely.

All this is tonic. But it's more—it's true.

Ida M. Tarbell, canny, unimpressible, unanswerable—says so. It is her decision rendered at the close of an intimate study of the State, conducted at the behest of American journalists, economists, financiers and authoritative persons from whom the rest of the country takes its cue. They sent Miss Tarbell, who "covers" peace conferences, Japanese politics, revolutions in Russia, and the movements of a whole world, to Florida. They sent her to find out if the bubble had burst—and how much had gone up in smoke.

Greatest Pioneering Adventure

"Florida represents the most ambitious, chaotic, spectacular pioneering adventure in history," says

Miss Tarbell. "In the space of a few short years all the mechanical facilities available, money untold and the tremendous hopes of the country's financial genius were directed to that great tropical unknown country—Florida.

"It is one of the most vivid exhibits in history. Every phase of human activity is displayed here; every greed, every hope cast in gigantic outlines, and every disappointment; every loss.

"That's why they talk of a bursted bubble. It's because it's so big. People are struck with the colors that flash from every little facet and imagine that this is the color of it all. Florida is still here—every bit the asset it was five years ago—and a hundred, a thousand times more.

"In Florida's column of profit and loss there will be money lost. You may as well admit it. There was bound to be waste when ambitions were cast on such a scale. But admitting the loss, it is nothing to dismay the people who have stuck out with the strokes of the past few years—nothing at all.

"A big corporation loses money in big ventures. But the loss, taken far and wide, is a natural one, really. It had to happen. The loss was a by-product.

That's what the loss is in Florida. But it's not big, when you think of Florida. The loss is very small. A slim margin of the widely-invested money that has made Florida great.

Florida's Assets

"Roads—fine smooth roads that circle the State and criss-cross it so that every nook and corner of it is available to motor traffic, orange groves, farms, industries—yes, industries—schools, colleges—these are the things that are coming to Florida in the wake of its propaganda that took the country by storm.

"These are assets too great to be lost. They represent support for a working class, schools for their children, resorts for the wealthy and a country that may truly be called the garden of America.

"At first this looks over-stated. It looks as though we had been entrapped by the glamor of it all. But the glamor is a reflection of the real value covered up in a confusion of opinion.

"There is resentment right now against Florida because people thought that the golden stream of dollars should pour on without a stop, that the price of lots should keep mounting to the skies, that the rank and file who streamed in to get theirs should continue to reap rich rewards with little effort.

"People succumb to the lure of sunny booklets that made Florida seem like a Garden of Eden. The sun shone down and fruits grew up of their own sweet will.

"But the disappointment is the disappointment of short-sighted people—some of them without intelligence. They thought that they could get something for nothing. They thought that that's what Florida was—a magical storehouse that had something for everybody—for nothing!

"Florida has something for everybody—but not for nothing.

Work to Bring Success

"The person with brains and patience has a future in Florida. Not the lazy person without superior intelligence. These will be sorry failures in Florida now that the work and heat of the day are at hand. But the man who knows that every thousand dollars profit on celery means an investment of \$500—that every third crop must go back to the soil—and that there is no magic except the magic of work, will be successful. It takes skill to be successful.

"I was commissioned to find out about Florida, if the bubble had really burst and what mirage had drawn rich and poor from city and town to wend their way here.

"I have succumbed to Florida. It is not a personal matter, merely, although I think it finer than the South of France—the Riviera that is the sporting place of a wealthy world in winter. It has a fine sweep of wind from the Atlantic Ocean to the Gulf. The air is fresh and heartening. There is none of the staleness of atmosphere like that of the Mediterranean.

"There is sunshine in abundance. When the great highways are completed, the most beautiful motor drives in the world will be in Florida. There will be a permanent charm that is saleable not only to the

wealthy but to all the middle class who will be quick to take advantage of it when transportation becomes gradually cheaper.

"There is warmth to make sprout the fruits and vegetables for a hungry country in winter. It is useless to say that the soil in Florida will do all these things of its own accord. It has rich soil and poor soil. But intelligent study of it will make it the greatest garden in the world.

Progress of Schools

"There are fine schools here. All the time that the rest of the population was shouting real estate from the housetops, the schools were hard at it coping with a problem that they kept at night and day. Look at the university down at Gainesville! Look at the way it is going out in the highways and byways and dragging in the boys and girls and teaching them how to be valuable to Florida—to work its soil, to build its houses and to drain its swamps.

"Look at the people of little towns who have bonded themselves for years to pay for fine smooth roads. Look at the energies and the hopes that have been turned into the pot by the people of Florida. It is they who have done the big things, who have thrust in themselves and their money because they wanted to see their State win.

"Americans are ambitious, impatient—fast! They want to do everything at once. They want to perfect Florida overnight. But stop and think what they have done. There are ups and downs ahead of them but there is success that cannot be questioned at the end."—Florida Times-Union.

A Diet for He-Men

Waffles made from Edison Electric Iron—Item on a South Carolina Coffee Room Menu.

Most of us is just jay-walkin thru life and thats why we got to have Kiwanis Clubs, Golden Rules and all them things what kinder ackts as traffick cops and signals to gide us poor dumbbells or goodness knows what wood become of us.—Bill Bottom, in Kiwanis Magazine.

"Life would be a perpetual flea hunt if man were obliged to run down all the innuendoes, inveracities, and misrepresentations which are uttered against him."—Henry Ward Beecher.

Hamlet to Date

To park or not to park, that is the question;
Whether 'tis better to drive on farther
And hope at least to find a one-hour parking limit,
Or slip into the space there near the fire plug,
And, by parking, risk a warrant. To park right here,
'tis true,
Would save much time forsooth and end my fruit-
less driving
Around the block. But darn it all! There's that
Cursed hydrant. To stop—to park—to court!
Perchance to jail; ay, there's the rub;
For in that traffic court, what fines may come,
When I have shuffled up before the judge—
He might even say, "Thirty days." I'll risk it not.
—Autocar Messenger.

Florida's Inventory

FLORIDA HAS

35,000,000 acres of land.
3,000,000 acres of water.
6,000,000 acres in farms.
2,500,000 acres in actual cultivation.
1,263,549 inhabitants.
\$ 580,000,000 assessed valuation—1925.
\$2,750,000,000 commercial value.
5,500 miles of railroads.
1,500 miles of hard-surfaced roads.
7,700 miles of sand-clay or shell roads.
\$25,000,000 invested in public school property.
Cash in treasury to meet all obligations.
No State debt.
No income tax.
No inheritance tax.
State levy 10½ mills.

FLORIDA SPENDS

\$14,000,000 for public schools.
\$25,000,000 invested in public school property.
\$11,000,000 for State highways.

FLORIDA'S ANNUAL PRODUCTION

\$ 90,000,000 from her farms.
\$150,000,000 from her factories.
\$ 30,000,000 from her sawmills.
\$ 20,000,000 from her naval stores.
\$ 15,000,000 from her fisheries.
\$ 16,000,000 from her minerals.

FLORIDA'S INCOME IS

\$125,000,000 from tourists—estimated.
\$450,000,000 from out-of-state investors — estimated.

FLORIDA'S BANKING RESOURCES

\$362,119,232 State Banks June, 1925.
\$478,170,920 Sept. 28, 1925.
\$296,216,000 National Banks June, 1925.
\$838,357,928 total for all banks September, 1925.



Proj. 40-A—Looking South at Palm Bay. Surface-Treated Base.

Annual Convention of American Automobile Association in Chicago

THE troubles of Mr. Average Car Owner and the measures that must be taken to protect him in his pocket and in the continued enjoyment of his rights on the highway furnished the main theme of discussion at the Annual Convention of the American Automobile Association held recently in Chicago.

With more than three hundred delegates from every section of the country on hand to formulate a program for the coming year, the meeting was the largest of its kind in the history of the country. Following an extensive discussion of the more acute problems confronting the car owners, a series of resolutions was adopted and these will be made the basis for a "Bill of Rights" for the car owners everywhere and a vigorous campaign to enforce them prosecuted.

One of the first resolutions on which the Convention went on record was a ringing declaration urging State Governors and State legal officials to use all their influence to do away with the "fee system of arrests" on the highways as manifested in the operations of speed traps and roadside courts. At the

same time highway officials were urged to keep the main highways as free as possible from detours and keep the public informed of their closing and opening.

Among the other resolutions adopted were declarations to the following effect:

First, opposing the principle of compulsory automobile liability insurance as not being in the interest of safety and as calculated to place an unfair burden on the mass of responsible car owners.

Second, opposing the suggestion put forward at the time of the last Hoover Conference for changing the tail light of automobiles from red to yellow and urging that instead of making this dangerous innovation, the railroads of the country be asked to adopt new, distinctive and uniform signals at grade crossings.

Third, urging that Congress enact a law for the regulation of motor vehicle common carriers and that such legislation be general in application and make provision to protect the public both as to indemnification and rates.

Fourth, demanded that the remainder of the War Excise Taxes levied by the Federal Government be

repealed as quickly as possible and that the Government get out of this field of taxation.

Fifth, strongly opposed the use of special taxes levied on car owners for other than road purposes.

Sixth, commending a fair and impartial investigation by the Federal Trade Commission of gasoline prices.

Seventh, condemned the practice of granting concessions indiscriminately to the detriment of our public parks and calculated to destroy the beauty spots of America, if not checked.

One of the features of the Convention was the address of Thos. P. Henry, of Detroit, who warned the delegates that one of the main functions of motor clubs is to develop safety measures for their communities. Mr. Henry advocated an inter-club safety council which would act as a clearing house for the development of a safety program for the 800 clubs affiliated under the A. A. A. emblem.

"The motor club is the only civic agency that is competent to assume leadership in traffic safety, in so far as the automobile is concerned," Mr. Henry declared.

President Henry also stressed the importance of clarification of the field of motor vehicle taxation in order that the car owners may know what agencies are taxing them and for what purpose they are being taxed.

"As it is," he said, "the car owner may be paying as many as eight special taxes and a ninth may be imposed to-morrow. I cannot imagine anything that would help the car owners so much as the adoption by the country as a whole of the principles laid down by the Motor Vehicle Conference Committee."

PRESENT DAY MARVELS

The thought frequently comes to many of us, as we think of the old people we knew twenty-five years ago, what these folks would have said if they could have seen conditions as they are now. As they looked out on their quiet streets, in which their family horses jogged along toilsomely toward their goals, what would they have said if they could have seen this motorized age, with people darting through the streets at railroad speed?

The last quarter of the nineteenth century developed wonderful inventions. But it seems doubtful if it could be compared with the marvels of the first quarter of our century, with its automobiles, its radios, and its airplanes.

The effect of automobiles has been one of the most far-reaching changes in the history of society. It has pulled people out of their stationary habits and given them a free range of movement. It enables people to have homes in the country and work in cities and towns. It has saved country neighborhoods from decay.

These marvels of the twentieth century have greatly increased the power of our people. The improved homes show the difference. But people demand more time for sports and pleasures. The old-timers might not say they were any better off.

It must be the mission of the years immediately ahead, to give these people who have acquired added power a true conception of aims and purposes. They must be shown that sports and pleasures alone will not do them much good. They need to seek knowledge, intelligence, and interest in the good causes of the time. With enlightened motive added to increased power, then we shall see rapid advance in social welfare.—Lake Charles American Press.

Transportation Trinity—Rail, River, Road

Speech of HON. RILEY J. WILSON in House

THE House in Committee of the Whole House on the state of the Union had under consideration the bill (H. R. 9504) to amend the Act for construction of rural post roads, and other purposes, approved July 11, 1916, as amended and supplemented, and for other purposes.

MR. ALMON: "Mr. Chairman, our distinguished colleague, the gentleman from Louisiana (Mr. Wilson), who is President of the National Rivers and Harbors Congress, is not only a strong advocate of river and harbor improvement but is also for highways. I yield to the gentleman from Louisiana."

MR. WILSON, of Louisiana: "Mr. Chairman, I am much indebted to my good friend from Alabama (Mr. Almon) and the other members of the Committee on Roads who have worked so diligently to bring out this bill providing for a continuation of the great program of highway building that looks to the completion of our system of public roads so that it may take its proper place in the transportation

trinity—rail, river, and road—that means so much to all classes of the American people.

"As the situation stands to-day the railway system may be considered as practically completed, no new mileage is being added, and no substantial extensions are contemplated. We have recently entered upon a comprehensive and business-like program for the completion and utilization of our waterways. With authorizations already made and that made by this bill, there will be available for the highway program between now and June 30, 1930, \$300,000,000 to be expended by the Federal Government. This is what the friends of the highway system have advocated, and will make it possible to carry out the original intention, purpose, and plans of the Federal road program—a system of interstate highways connecting State capitals and principal cities, intrastate highways between county seats, and farm-to-market highways accessible to the main systems. The passage of this bill will bring new hope and confidence to the people living in the rural communities who



Proj. 597, Road 4—Dixie Highway. West Side Indian River Prairie, South of Oak Hill.

have been continually paying taxes for the completion of the main lines, since this will enable the States, by joining local funds with the Federal contribution, to complete the connecting highways into the rural sections, and what we have termed the "farm-to-market" roads will be a reality.

"With this comprehensive plan of highways completed it will be entirely practical to co-ordinate transportation over the system with our waterways. Not only for the cities and industrial centers, but also for the farmer as well.

"Not long ago my attention was called to plans being worked out whereby schedules of time and place for shipment over one of our rivers would be given by radio the evening before, so that the growers of truck and other produce might come to the river landing over the improved highways and make direct connections into the market. Under our present rate of progress this will be entirely practical in all sections.

"Shipment by water on our inland waterways is, generally speaking, about 20 per cent. cheaper than rail, yet if the benefits of this are to accrue directly to more than a very limited number of shippers improved highways are necessary. This is because rail and water interchange facilities are quite expensive and consequently widely separated. All those originating freight which might be more cheaply shipped by water, and who are within striking distance by truck of the waterway and yet far removed from an interchange point, must depend upon highways and motor transportation for the connecting link.

"When the program of Federal aid to highway construction was adopted there were 2,941,294 miles of roads in the United States, and under the Act 200,349 were entitled to this aid. Of this mileage so entitled, 57,560 miles have been completed or are now under construction with Federal aid, and 62,900 miles have been completed by States without Federal aid. The original program is therefore about 60 per cent. completed. The action of the committee in bringing out this authorization bill is wholly justified, because it would have been unthinkable to abandon a well-thought-out program, one bringing returns to every citizen, short of completion.

"In my own State of Louisiana there are 39,803 miles, of which 2,771 miles of highways are eligible, about 40 per cent. has been completed. Louisiana has been one of the most, if not the most, progressive and active of the Southern States in this work. Our plans for interstate and important intrastate highways are in the midst of execution, with the work going forward in all the States. To make an orphan of this half-grown highway system would be an economic blunder, to say nothing of the fact that it would be a breach of faith with the States and their political subdivisions which have bonded and taxed themselves to carry on their share. I therefore say again that the action of the committee was eminently proper and just.

"One other point, Mr. Chairman. I can see nothing in the objection raised to the cost of the completion of the program. The appropriations made under the authorization in this bill will be produc-

tive investments in the best sense of the word. The improvements will bring comfort and convenience to all our citizens and will pay for themselves in tax returns, perhaps many times over. To take but one feature of the returns brought in the form of taxes to the Federal Government by more and better highways: The improvements increase the production and use of automobiles, on which the United States collects a tax. This increases the incomes of the manufacturers, distributors, and repairmen of automobiles and thereby increases the income taxes received from these people by the United States. And so the returns, direct and indirect, might be followed through the oil industry, the accessory people, and so on, almost ad infinitum. Returning, however, to the direct tax levied by the United States on the sales of automobiles, trucks, and accessories: Since 1918 the United States has collected \$791,000,000 from this source, almost twice the amount it has put into roads.

"I can say with confidence that the continuation of Federal aid in road building meets the approval and support of an overwhelming majority of the people throughout the country."—The Louisiana Highway Magazine.



State Road No. 3—Looking South from San Mateo Towards Dunn's Creek, Putnam County.

Beautify the Roads

French national highways are famous the world over for their trees. Stately elms line them for miles, forming an arch of green under which the delighted motorist passes.

These tree-lined highways have become a French national institution, almost as important as the palaces at Versailles, the Eiffel Tower, or the Louvre.

We in America ought to imitate this French method of beautifying the country. But it is not a job for some organization—for some crowd especially interested in the project. It is rather something to which every property owner should give some thought.

Start a row of trees in front of your home if you are living on an important highway. Add a few each year, and take note of the results. Passing motorists will pause for an admiring look. Some of them may like the looks of your place better because of the effect created by the trees, and may even inquire if it is for sale. Of course you may not want to sell, but you may know by this that trees add to the value of your property.

"I wish you would call your readers' attention," writes one of the Leader subscribers, "to the value of beautifying the countryside through which motorists from other places passing through would get a favorable impression of Lincoln parish. I would like to see them beautified. I have a vision of a long row of trees along the sides of our highways. People from other places would get a favorable impression of Lincoln Parish. They would talk about our parish back home after the summer tour, and that would be the best kind of advertising."

Let's start a tree-planting campaign as a community project.—Ruston Leader.

Florida Changed Hands

Florida has a unique history of changing hands:

In 1513 Florida came into existence under Spain and

In 1563 France had a part of it, then

In 1723, Spain had it again, and

In 1763 Great Britain got Florida, while

In 1783 Florida went back to Spain, and

In 1818 the United States owned it, and

In 1819 Spain got it for the fourth time.

In 1821 the United States again became its owner.

In 1861 The Southern Confederacy annexed it, and

In 1865 it came under the Stars and Stripes, where it has remained ever since.—Florida Power & Light Company Magazine.

Sanitation

"Hey, Moike, and phwat do ye t'ink of these new sanitary drinkin' cups?"

"Sure Pat, and soon we'll have to spit on our hands wid an eye dropper!"

Titivating Mother Goose

Proud Father—"Bye-low, Baby Bunting, Daddy's gone a-hunting to get a pretty rabbit's skin to wrap his Baby Bunting in."

Little Jean—"Oh, Daddy, get a leopard skin; they're all the rage now."—Allston Recorder.

Digest of the Motor Traffic Laws of the State of Florida

SPEED LIMITS

For Motor Vehicles Weighing Less Than 5,000 Pounds

45 miles per hour on any public highway outside of the corporate limits of any incorporated city, town or village.

25 miles per hour in residence portion of any city, town or village.

15 miles per hour in business portion of any city, town or village.

For Motor Vehicles Weighing More Than 5,000 Pounds and Up to 16,000 Pounds

30, 15 and 10 miles per hour respectively, as defined above.

For Motor Vehicles Weighing More Than 16,000 Pounds

20, 10 and 10 miles per hour respectively, as defined above:

EXCEPT That the speed of all motor-driven vehicles shall be reduced on curves in such manner as to keep the vehicle under the entire control of the driver; and provided, no person shall operate a motor vehicle upon the public highways of Florida recklessly, or at a rate of speed greater than is reasonable and proper, having regard to the width, traffic and use of the highway at all times, or so as to endanger the property or the life or limb of any person.—C. 10186.

TRAFFIC OFFICERS

All traffic officers must wear uniforms and badge of authority while on duty as such upon the public highways outside of incorporated city or town limits.—C. 10146.

RECOGNITION OF FOREIGN LICENSES—RECIPROCITY

That is, liquid licenses on private automobiles of other states will be recognized in Florida for the same period Florida licenses are recognized respectively in the other states, district or territory.—C. 10187.

Further Regulations on the Public Highway

All motor vehicles shall be provided with lights in front and light in the rear. The front or driving lights shall be of the tilting variety or some other device which will kill the glare of the driving lights.

It is unlawful to stop any motor vehicle on the public roads for either convenience or repair, but in all cases where possible to do so shall turn off the road to the right and the left wheel nearest the center of the paving shall not be more than one foot on the side of the paving. ALL VEHICLES SHALL DRIVE ON THE RIGHT SIDE OF ROAD EXCEPT WHEN PASSING A SLOWER VEHICLE.

No muffler cut-out permitted in incorporated towns or cities.—C. 10186.

(From All Florida Motorist)



Road 4, Proj. 604—Bridges and Fill Spruce Creek, Four Miles North New Smyrna. Only Three of Five Bridges Show.

A Maker of Modern Engineering

W. H. Burr Plans Biggest Bridge Across Hudson to Cost \$40,000,000

By WILLIAM R. SHIELDS in the Brooklyn Eagle

WILLIAM HUBERT BURR, civil engineer of national and international reputation, teacher of extraordinary tactfulness, forcefulness, clearness and experience, is the engineering authority who is being consulted by the Port of New York officials on the erection of a stiffened suspension bridge across the Hudson River at about One Hundred and Seventy-eighth Street, Manhattan, a structure which will be considerably larger than anything of the kind ever undertaken, with a span of approximately thirty-five hundred feet, double that of any bridge on earth, and with a breadth of nearly one hundred feet. This gigantic edifice, costing some thirty or forty million dollars, will be in the very heart of the world's greatest concentration of population.

Last year and the year before Mr. Burr was consulting engineer, acting with Chief Engineer Wilson F. Smith throughout, on the design and construction of the Bear Mountain Hudson River Bridge, across the "American Rhine" at Bear Mountain, a few miles below West Point. The picturesque and beau-

tiful setting of this sixteen hundred and thirty-two-foot span bridge gives it world renown.

He was a member of a board of five consulting engineers who, in co-operation with and under the direction of the chief engineer, prepared the plans and specifications for the vehicular tunnel now known as the Holland Tunnel under the North River, for the joint Bridge and Tunnel Commissions of the States of New York and New Jersey. He is still connected as consulting engineer with work on these tunnels, which consist of two tubes, each twenty-nine feet five inches in diameter, the largest yet used for such a purpose, and involving construction under the streets of Manhattan and below the Erie Railroad yards on the New Jersey side of the river as well as through the silt and rock in the bed of the stream.

Mr. Burr's notable achievements, extending over a period of more than fifty years, entitle him to an enviable place among the leaders of his profession. He served with marked distinction as a member of the first Isthmian Canal Commission, appointed by

President McKinley; was a member of the first personnel of the second Isthmian Canal Commission, appointed by President Roosevelt; has written many authoritative works, and has been a preceptor of power and prominence at Rensselaer Polytechnic Institute, Troy, N. Y.; at Harvard University and at Columbia University. With the last-mentioned institution he has been associated since 1893.

He is a Yankee of the Yankees, having been born in the "Nutmeg State." Watertown is his home town, but all his American paternal ancestors come from and lived in old Fairfield. Eight generations of them were born there, the first Burr coming from England in the Winthrop Company about 1630. His family is the same as that of Aaron Burr, the brilliant soldier and statesman who just missed being President of the United States. William H. Burr, in fact, became a member of the Society of the Cincinnati through the original membership of Aaron Burr.

A few days ago I listened with keen interest, in his office in the Equitable Building, New York, to Mr. Burr's account of "the short and simple annals" of his career.

"After graduating from the old civil engineering school of Rensselaer Polytechnic Institute, Troy, N. Y.," said he, "I started practical work, but was obliged to seek other activities three years later, when the disastrous panic of 1873 had completely prostrated all kinds of engineering projects, along with other kinds of business. Hence I returned to my alma mater as an instructor, becoming Professor of Rational and Technical Mechanics in 1876. This chair, the principal professorship of Rensselaer at that time, I held for eight years, after which I went back to the practice of bridge engineering with the Phoenix Bridge Company of Phoenixville, Pa., and Philadelphia, then one of the largest bridge companies in this country, remaining there seven years and ultimately becoming its manager.

"Several years later I accepted the professorship of engineering at Harvard University and, after a year's work there, was called to Columbia University as professor of civil engineering. While filling that chair I was at various times consulting engineer to the New York City Department of Public Works, Bridges, Docks and the Board of Water Supply. I was appointed by President Cleveland a member of two boards of engineers to investigate and report upon a North River bridge project and a deep-water harbor and a harbor of refuge for the coast of Southern California.

"In 1902 I was chairman of a commission appointed by Mayor Low to investigate and determine adequate sources for a large addition to the public water supply of New York City. The work of this commission finally led to the construction of the additional supply from the Catskill Mountains. I was one of the consulting engineers of the Board of Water Supply in the beginning of this great work and I still retain my connection with it. The extension of the New York water supply includes the construction of an aqueduct capable of conveying about six hundred million gallons of water a day throughout a distance of nearly one hundred miles and of a tunnel through rock about eighteen miles long, besides a crossing under the Hudson at Storm King Mountain,

eleven hundred feet below the surface of the stream. The total cost of this work to date has been almost \$200,000,000.

"My duties in connection with the first Isthmian Canal Commission included explorations and investigations for nearly four months in Central America and Panama. Five members of the commission, of which I was one, also visited Paris in order to inform ourselves about the physical property to which the French company had title and also about the rights, franchises and other material matters affecting the availability of the Panama route. The commission finally reported unanimously in favor of a canal across the Isthmus.

"President Roosevelt then made me a member of the first personnel of the second Isthmian Canal Commission, which undertook the construction of the Panama Canal. Twelve months were consumed in establishing a civil government for the Canal Zone, in organizing permanent sanitary work and in the development of plans for construction. Roosevelt also appointed me on the International Board of Consulting Engineers; and, following our exhaustive investigations, we recommended a seal-level 'ditch.' The Isthmus meanwhile had been put in excellent sanitary condition, largely through the devoted, tireless efforts of General William C. Gorgas, aided by eminent specialists. I cannot say too much in praise of the achievements of General Gorgas. His service began under the first personnel of the second commission, and he went to the Isthmus with that first personnel immediately after their appointment. He was, as somebody has put it so well, 'a man with a gentle manner, but with a hard policy toward the mosquito.'

"Never have I seen quite so many bats as were in evidence along the torrential Chagres River at twilight and later. There were literally clouds of them, but the blood-sucking vampire about which such gruesome tales have been written was never discovered. Other pests were numerous and annoying, and it was a matter of gratification after the commission had eventually conferred sanitary conditions of living on the cities of Panama and Colon, for the first time in their history, enacted a code of laws under which the Canal Zone has been administered up to the present, and organized the Isthmian judiciary, school systems and police system, all covering effectively the entire Canal Zone.

"During the building of the first subway tunnel under the Harlem River at about One Hundred and Thirty-eighth Street, in 1901 and 1902, I acted as consulting engineer to the contractor. This tunnel was the first work of its kind to be constructed by operations from the surface instead of by horizontal driving, as was usual in such cases. The contractor carried through his unique job with complete success, and engineers from many quarters visited the site of the operations to observe the methods employed in the novel procedure."

Mr. Burr has frequently written and spoken in conventions and in other bodies on the value of the Barge Canal in the State of New York. He has always manifested a strong, active interest in this great public work of the "Empire State," in the belief that a waterway which can carry economically a great traffic ought to be so conditioned as to render

the commonwealth's industrial interests the best service possible.

"In my varied experience as practicing engineer and university professor during many years I have seen remarkable developments in my profession, both in instruction work and in the actual building of a great variety of engineering construction. The great mass of experimental results now available for the use and guidance of engineers was wholly unknown when I began practice. Fifty years ago there were perhaps three or four young engineering instructors who found themselves confronted with the necessity of teaching engineering students with practically no literature to which they could turn for the information required as a foundation for their students' life work. These few pioneer instructors, of whom I was one, were compelled largely to write their own textbooks, with scarcely any possibility of referring to actual, accomplished engineering works as precedents."

"To succeed in engineering," says he, "a thorough and in some respects a profound knowledge of the subject is essential. I hold resolutely to the position that every practical construction problem has its elements of what one may properly call engineering science, and that no thorough and effective solution of any problem can be reached without a careful determination and treatment of those elements. The 'rule of thumb' has no place in my professional precepts. Again, in writings and addresses, I have in-

sisted that the professional engineer should be much more than a merely technical man and that his educational training should include a broad general course of study as well as that given in the professional schools. In order to be successful, in the best sense of the word, the professional engineer should be a man of well-grounded and developed character, with qualities of personality giving him an outstanding position among those whom he meets. Without these qualities the professional engineer cannot expect to reach, nor is he entitled to attain, the highest positions."

Mr. Burr was born and reared in the country and thus acquired a natural fondness for out-of-door life, which has never abated. He has camped and tramped in the Adirondacks and in the woods of Maine, as well as in Central America and elsewhere. Throughout his life the shotgun and the rifle have been familiar to him, although the ruthless destruction of game, both large and small, receives his severe condemnation.

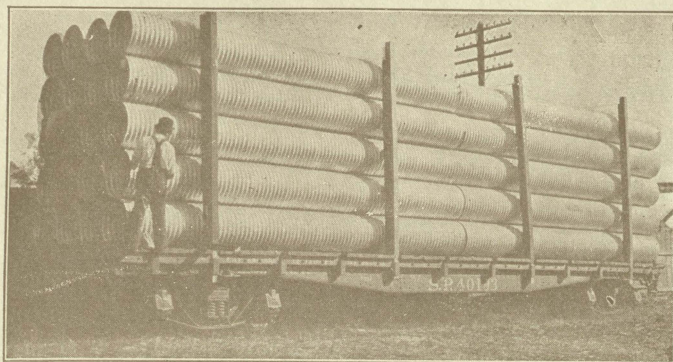
He is nearly six feet in height, is strongly and compactly built and appears to be in excellent health. There's every indication that he'll continue to be a leader in his line for many years to come.—From the Louisiana Highway Magazine.

To the Pearly Gates

Famous last words: "Watch me do sixty miles an hour!"—Good Hardware.



Proj. 26, Road 2—Columbia County. Eighteen-foot Concrete Road Between Lake City and White Springs.



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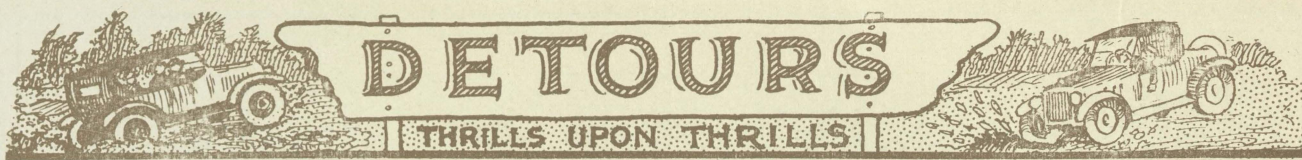
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Athletic Pigeons

The christening of the *Chicago* after it flies into the new port will include the release of ten carrier pigeons carrying 1,000 pounds of mail and Ex-President Coolidge and Postmaster-General Harry New.—Oklahoma paper.

The Perfect Egoist

John—"Sir, I would like to marry your daughter."

Pater—"Absolutely, NO."

John—"Why, what's the matter with her?"—The Tiger.

Rending the Air

George—"Did you sound the family about our marriage?"

Georgette—"Yes, and dad sounded the worst."—Smith's Weekly.

Stringing It Out

"A little bit goes a long ways," said the keeper feeding a handful of hay to a giraffe.—Sea Bag (U. S. Oklahoma).

With Their Feet

Wallace's orchestra includes a trio of saxophone, trombone, and piano player who sing while they play.—Cleveland paper.

The average man's life is now divided between worry over two tubes, radio and inner.—New York American.

The Sunken Gardens

"Why is Smith taking deep-sea diving lessons?"

"He is going to Florida next month to look at some land he bought from a friend of his."—Georgia Highway.

Extinguisher for a Cherub

"Rather a bright child the Blanks have, don't you think, dear?" said Mrs. Karr as they motored home from a visit.

"Oh, I guess so," returned her bored husband. "The trouble with those bright youngsters is they don't know enough to put the dimmers on when company is present."—Boston Transcript.

An Accurate Description

Paul—"I had an awful fright at the Nixon last night."

Tony—"I know it. I saw you with her."—Pittsburgh First.

Might Try Cotton Wool

The Prodigy's Mother—"Of course, I know she makes little mistakes sometimes; but you see she plays entirely by ear."

The Prodigy's Uncle—"Unfortunately, that's the way I listen."—Passing Show.

Modernized Jingle Bells

Blow that horn, blow that horn, jump upon the gas, Oh, what red hot fun it is, another car to pass!

Roaring down a concrete road, the surface sure and fine,

Giver her all that's comin', kid, we're touching eighty-nine.

Ninety-five the meter says, the speed laws all are hash. Holy sweet patootie, but we're heading for a crash, Toll, oh bells, toll, oh bells, keep tolling all the day, For another sorry dumb-bell's being laid away.

—The Mexico Highway Journal.

The story comes from California that a man out there was cured of paralysis by being struck by lightning. Now let Florida tell one.—Columbus Dispatch.

That's nothing—Florida sunshine and prosperity bring dead ones to life!—All Florida Motorist.

The "survival of the fittest," on the streets, seems to mean the survival of flittest.—Boston Transcript.

Strait and Narrow

Sue—I walked thirteen miles yesterday.

Lou—For goodness' sake!

Sue—Yes.—Life.

When every kind of flying machine has gone over the Pole, the only thrill left will be in going under it in a submarine.—Brooklyn Eagle.

Flowers for Oscar

The gates were down, but Oscar Shay

Decided to his sorrow

To speed across the right of way.

His funeral is to-morrow.

—Long Island Railroad Information Bulletin.

The Silver Lining

There is always a way of salvation, and the Charleston is doing wonders for muscles almost ruined by the flivver habit.—Washington Post.

Skeptic

First Stenog—"I don't believe half I see in print."

Rival Ditto—"Judging from your spelling that must include what you see in the dictionary."—Boston Transcript.

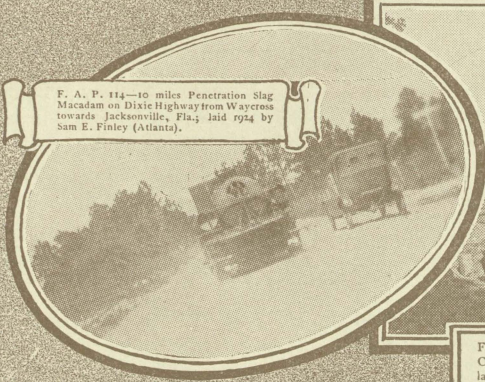
Comparisons Are Odious

Keen Temperance Advocate—"I am afraid you're taking too much alcohol again, James."

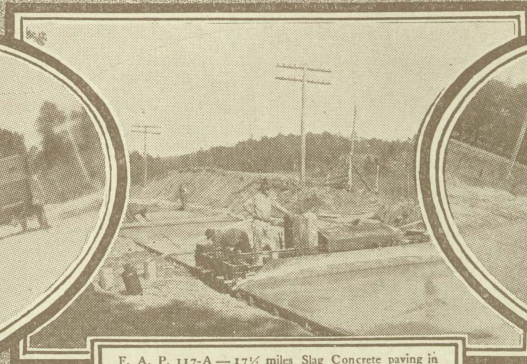
James (a well-known toper)—"How d'ye know that?"

K. T. A.—"I can tell by your nose if nothing else."

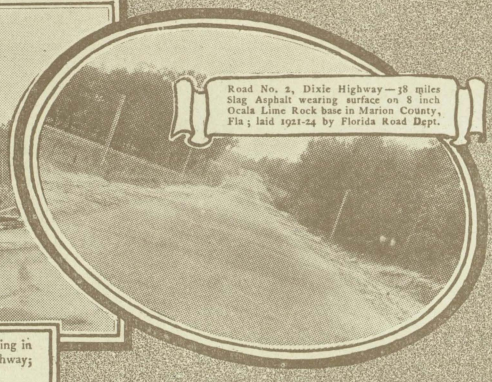
James—"I reckon my nose be loike them gas-meters o' yourn—register more'n is consumed."—Punch.



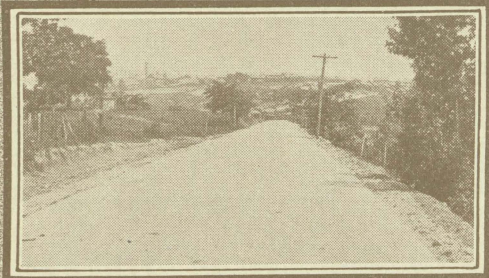
F. A. P. 114—10 miles Penetration Slag Macadam on Dixie Highway from Waycross towards Jacksonville, Fla.; laid 1924 by Sam E. Finley (Atlanta).



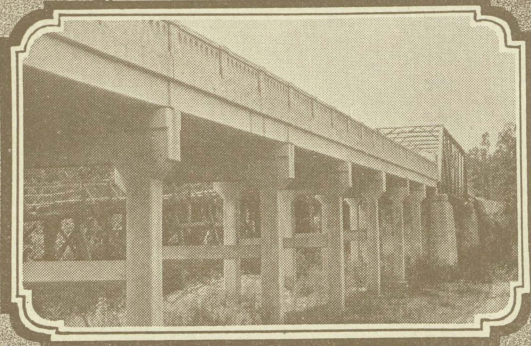
F. A. P. 117-A—17½ miles Slag Concrete paving in Chilton County on Birmingham-Montgomery highway; laid 1925 by J. R. & J. B. Miller (Bacon, Ga.)



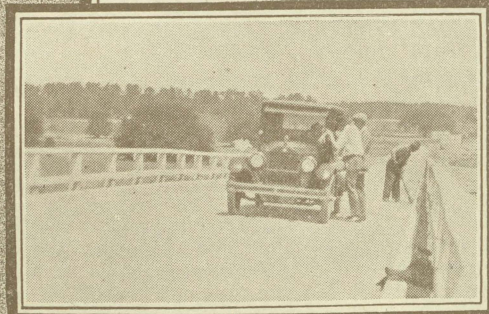
Road No. 2, Dixie Highway—18 miles Slag Asphalt wearing surface on 8 inch Ocala Lime Rock base in Marion County, Fla.; laid 1921-24 by Florida Road Dept.



Jefferson County, Ala., Project (Ensley-Mulga-Wylam Road); 13½ miles Asphaltic Slag Concrete on Slag Macadam base; laid 1923 by Independent Paving Co., (Birmingham)



Slag Concrete Bridge (F. A. P. 110) over Cahaba River on Birmingham-Montgomery highway; built 1924 by Columbus Construction Co., (Columbus, Ga.)



F. A. P. 298 on Dixie Highway (Dougherty County, Ga.)—Photo shows one of two Sheet Asphalt projects, totalling 11½ miles, in which Basic Slag was used in the binder course; laid 1924 by Sam E. Finley.



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On this page are shown a few of the scores of big paving projects that evidence the South's complete confidence in Basic Slag as the modern road metal.

Birmingham Slag Co.

Slag Headquarters for the South

ATLANTA
THOMASVILLE

BIRMINGHAM

MONTGOMERY
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Status of Road Construction

THROUGH APRIL 30th, 1926.

Project No.	Contractor	Road No.	County	Total Length Miles	Clearing Miles	Grading Miles	Base Miles	Surface Miles	Type	Per Cent Complete	
19	Duval Engr. & Contr. Co.	2	Hamilton	8.20			7.46	1.82	S.T.	85.00	
37-D	Fla. Drainage & Const. Co.	2	Alachua	2.14	2.14	2.14			G.	100.00	
40-A	C. F. Lytle	4	Brevard	16.17	16.17	15.68	14.07	0.00	S.T.	90.00	
41	Morgan-Hill Paving Co.	4	Dade	12.00	10.78	5.39	0.00	0.00	S.A.	16.00	
46	B. Booth & Co.	3	Nassau	11.52	11.52	11.52			G.	98.00	
47	Boone & Wester	4	St. Johns	14.96	13.47	8.98			G.	70.00	
48	A. J. Hoffman	4	St. Johns	15.39	13.07	6.92			G.	45.00	
49	A. J. Hoffman	4	Flagler	13.81	0.00	0.00			G.	0.00	
50-B	B. Booth & Co.	14	Putnam	9.77	5.38	3.42			G.	36.70	
51	Noonan-Lawrence	7	Escambia	6.28	3.39	3.20		0.00	Conc.	22.00	
514	State Convict Forces	1	Jackson	11.04	0.00	0.00		0.00	S.C.	10.50	
562-A	H. E. Wolfe	8	Highlands	5.37			0.00	0.00	S.T.	0.00	
567	State Convict Forces	1	Walton	21.35	21.35	21.35		21.35	S.C.	100.00	
581	Barnes & Smith	5	Hillsborough	12.10	12.10	11.80	8.26	0.00	S.T.	81.00	
586	Gillis Const. Co.	1	Jackson-Washington	17.37	17.37	17.37		15.25	S.C.	98.50	
595	Strickland & Travis	3	Volusia	7.43	7.43	5.94			G.	86.60	
597	J. Y. Wilson	4	Volusia	16.29	16.29	16.29	16.29	16.29	S.T.	100.00	
607-B	Whitney Const. Co.	13	Clay	6.76	6.76	6.76	6.76	6.76	S.T.	100.00	
613	Broadbent Const. Co.	5	Sarasota	4.62	4.62	4.62	2.00	0.00	S.A.	36.00	
614	State Convict Forces	5	Sarasota	17.07	4.50	2.00			G.	13.00	
618	J. R. & J. B. Miller	5	Alachua	10.89	10.89	10.89			G.	98.00	
621	Penton-Mathis Const. Co.	1	Okaloosa	17.35	12.14	6.07			G.	34.00	
623	State Convict Forces	35	Madison	12.91	9.04	10.42		0.00	S.C.	59.27	
627	L. M. Gray	2	Putnam	6.27	6.27	6.27	1.94	0.00	S.T.	56.00	
631	C. P. Toulmin	1	Wash.-Holmes	8.53	8.53	2.50			G.	39.00	
633	Taylor Contr. Co.	1	Gadsden	9.61	9.61	9.61		6.00	S.C.	90.00	
634	State Convict Forces	1	Jackson	11.07	11.07	10.00		8.50	S.C.	80.50	
637	State Convict Forces	10	Leon	18.08	18.08	18.08		18.08	S.C.	100.00	
641	Chas. F. Wilmore	4	Palm Beach	11.36	5.34	2.66			G.	18.00	
642	B. Booth & Co.	3	Putnam	10.82	10.38	10.38			G.	90.00	
644-A	Gillis Const. Co.	10	Wakulla	8.49	1.27	.51			G.	19.00	
647	H. E. Wolfe	8	Highlands	7.72	7.72	7.72	7.00	7.00	S.T.	97.00	
648	Federal Contr. Co.	2	Hardee	14.17	9.91	7.08			G.	44.00	
649	Penton-Mathis Const. Co.	33	Okaloosa	10.42	10.42	10.42		5.00	S.C.	85.00	
651	State Convict Forces	10	Gulf	14.72	9.56	7.55		0.00	S.C.	27.30	
652	Penton-Mathis Const. Co.	33	Okaloosa	9.04	9.04	9.04		2.65	S.C.	85.00	
655	H. E. Wolfe	18	Highlands	13.26	13.26	11.54	2.78	0.00	S.T.	60.00	
657	State Convict Forces	6	Jackson	10.00	7.00	6.50		5.00	S.C.	45.00	
658	Meyers Const. Co.	1	Holmes	8.21	5.34	5.34			G.	65.50	
660	B. Booth & Co.	3	Clay	10.52	7.36	3.15			G.	30.00	
661	Sou. Paving Const. Co.	2	Lake	3.52	3.17	3.17	3.17	.53	S.A.	58.70	
663	Taylor Contr. Co.	5	Citrus	8.03	7.63	4.82			G.	54.90	
666	State Convict Forces	6	Jackson	6.52	6.52	6.00		5.00	S.C.	88.00	
669-B	M. C. Winterburn, Inc.	27	Dade	10.32	10.32	9.91	0.00	0.00	S.T.	70.00	
670	State Convict Forces	6	Jackson	12.30	12.30	8.20		8.00	S.C.	60.00	
672	State Convict Forces	1	Leon	9.92	9.92	5.00		3.47	S.C.	75.00	
673	State Convict Forces	1	Gadsden	9.90	6.50	5.00		0.00	S.C.	40.00	
679	Taylor Contr. Co.	5	Hernando	7.11	2.85	2.06			G.	18.70	
682	Caye-Andrews Co., Inc.	5	Citrus	6.45	5.81	2.84			G.	50.70	
689	J. W. Hall	5-A	Alachua	1.67	1.00	.67			G.	35.00	
Total complete April 30th, 1926					1464.28	1415.55	590.10	1140.81			
Complete month of April, 1926					28.00	34.83	8.25	40.72			
Total complete March 31st, 1926					1436.28	1380.72	581.85	1100.09			
TOTAL MILEAGE COMPLETE											
	Concrete	Brick	B.C.	S.A.	B.M.	Asp.	Blk.	S.T.	S.C.	Marl	Total
Complete to March 31st, 1926		107.59	17.15	10.74	57.16	89.07	23.20	421.76	430.71	45.86	1,203.24
Complete month of April		0.81			1.95			9.52	11.11		23.39
Total to date		108.40	17.15	10.74	59.11	89.07	23.20	431.28	441.82	45.86	1,226.63

Note—The above tabulation shows only those projects that are actually under construction at the present time and does not show projects that have been previously completed. However, the table, "Total miles completed," at the foot includes all projects that have been completed prior to April 30, 1926, and the amounts completed in April also. The abbreviations used are as follows:

C.—Concrete. S.A.—Sheet asphalt. B.M.—Bituminous macadam. R.—Rock base. S.C.—Sand clay. G. & D.—Graded and drained. S. T.—Surface treated. B.C.—Bituminous concrete.

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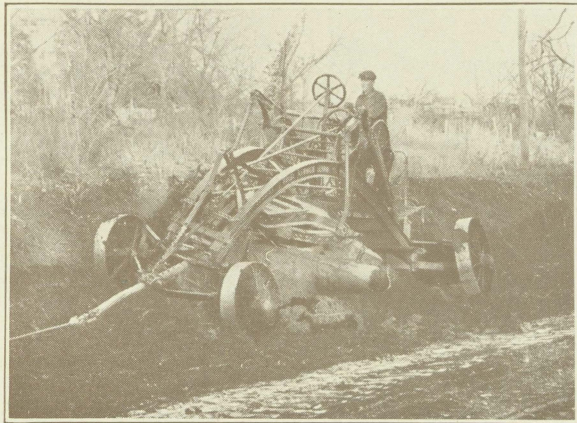
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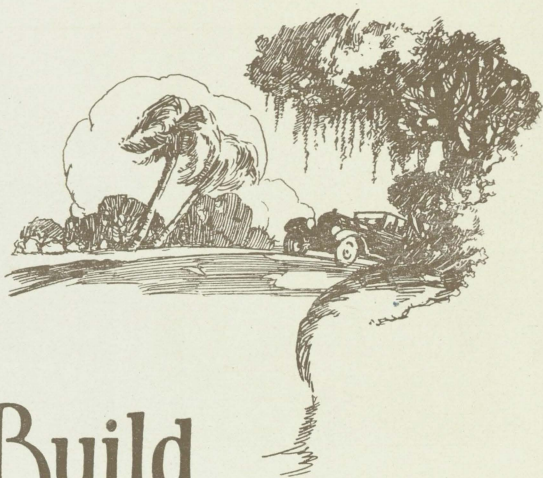
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